

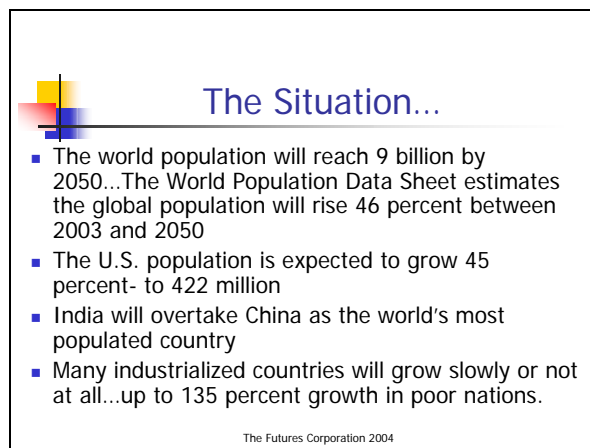
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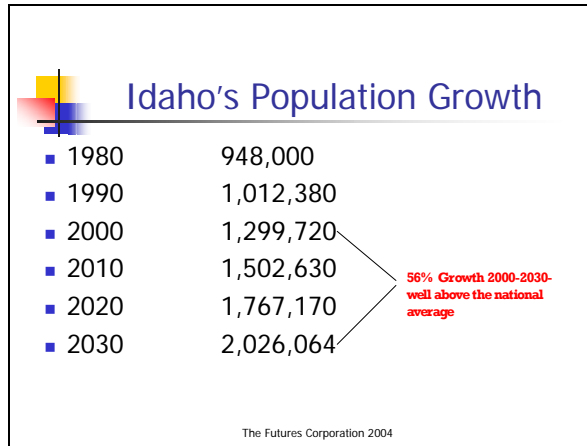


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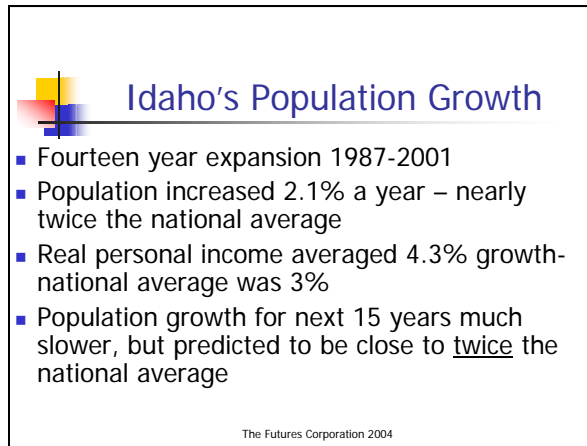


John Luthy's "The Situation Slide" and the "Idaho Population Growth" reported that population growth in Idaho is twice the national rate. Idaho's growth is predicted to be 56% from 2000 to 2030, well above the national average.

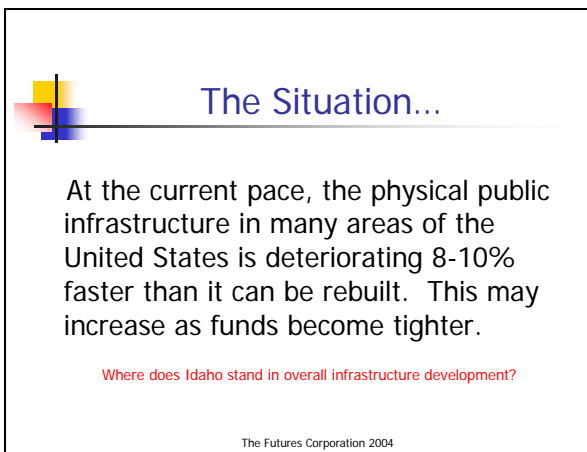
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6



7



## Population Growth – Where and Why??

- Peace, harmony, & quality of life
- Expenses are lower – better economic value
- Good schools, conservative government
- Available and highly capable workforce
- Business operations can be more isolated
- Sense of community & community values

The Futures Corporation 2004

8




## Population Growth – Why??

- Escape from large metro areas
- Promise of a better, safer life
- Stronger, more stable economic base
- Potential for more opportunity
- Great environment, great people
- Superb recreation
- Climate

The Futures Corporation 2004

9




## High Growth/Stress Regions

- **North Idaho**- Kootenai and Bonner
- **North Central**- Latah and Nez Perce
- **Central**- Valley County
- **West Central**- Gem, Washington, and Payette
- **Treasure Valley** – Canyon and Ada
- **South Central**- Blaine, Gooding, Lincoln, Jerome, and Twin Falls
- **Eastern Idaho**- Bonneville and Bannock

The Futures Corporation 2004

10



## Some Practical Questions...

What criteria might be used for establishing project and funding priorities? Similarly, how will the State effectively make plans now that will relate to predictable surface transportation needs for the next 25 years? Think multi-modal, light rail, highway, roadway, and public transit...

The Futures Corporation 2004

11

***John Horsley***  
***AASHTO***

***Meeting 1***

12

*Idaho ranks as the 5th fastest  
growing state in the U. S.*

*Boise ranks as the 7th fastest  
growing metropolitan area.*

John Horsley, Executive Director,  
AASHTO, reported that Boise was the 7<sup>th</sup>  
fastest growing city in the nation.

13

*Our nation needs \$92 billion annually to maintain its highway system.*

*It will take over \$125 billion per year to improve this system.*

Nationally, each year \$92 billion is needed to maintain the transportation system (over \$125 billion is needed to improve). The overall quality of the transportation infrastructure is declining at a rate of 8-10% per year. Other states are raising fuel tax, dedicating funds for bridges, and using various bonding methods to fund their transportation needs.

14

#### **What's happening around the country?**

- *Indiana raised its gas tax 3¢*
- *Ohio raised theirs 6¢*
- *Washington 5¢ plus 9.5¢*
- *The average gas tax nationally is 25.3¢*
- *Idaho's is 25¢*

15

#### **What's happening around the country?**

- *Oregon just launched a \$2.9 billion program, with \$1.7 billion going to bridges*
- *Arkansas has its 15 in 5 program using GARVEE bonds*
- *South Carolina has their 27/7 program*

16

**Three trends that are going to effect us into the future:**

1. *Job outsourcing is real and is a threat to our core economy.*
2. *The trend is to a high-tech information services economy that requires skilled employees.*
3. *A trend is hybrid vehicles/alternative fuels and the timing of how this issue will affect transportation and erode fuel tax revenue.*

17

**Steve Moreno**  
**FHWA**

**Meeting 2**

18

### Highway Use Taxes Supporting HTF

---

- Four main highway use taxes support the Highway Trust Fund
  - Fuel tax
  - 12% sales tax on trucks and trailers
  - Tire tax
  - Heavy vehicle use tax
- Fuel taxes account for about 90% of total HTF revenues

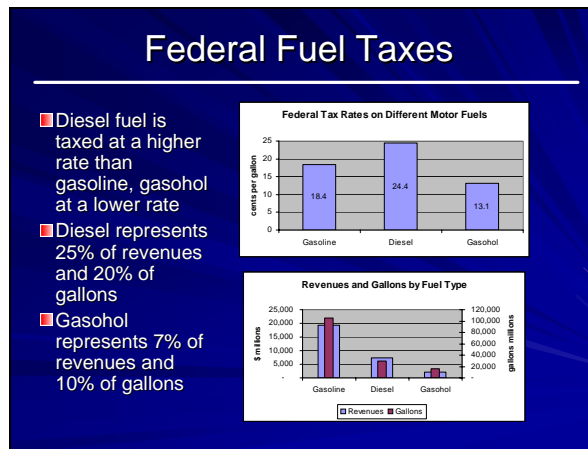
2001 HTF Revenues (\$ millions)	
Fuel	28,854
Sales	1,748
Tire	361
HVUT	713
<b>Total</b>	<b>31,677</b>

**Highway Trust Fund Revenues by Source**

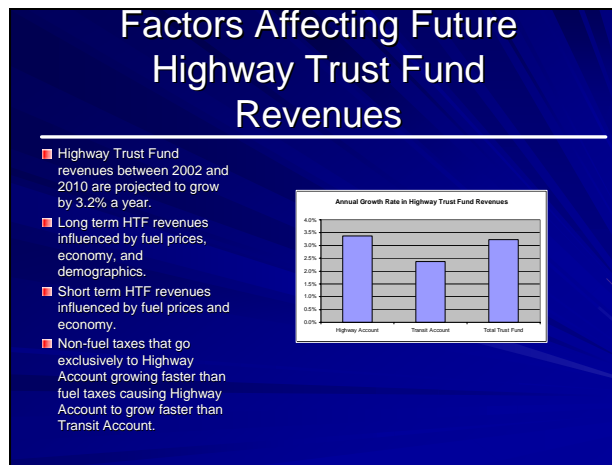
Source	Percentage
Fuel	90%
Sales	6%
Tire	1%
Use Tax	3%

Steve Moreno, Federal Highway Administration, discussed the future of the Highway Trust Fund — 90% comes from fuel tax.

19

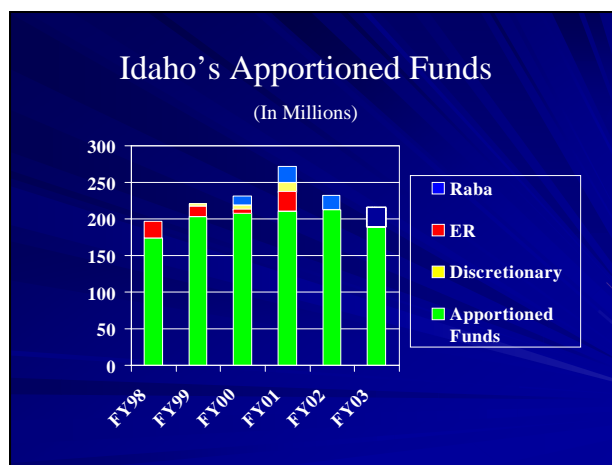


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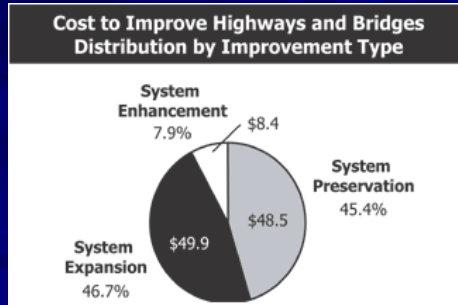
The nation's transportation infrastructure is deteriorating. Currently, federal funding is 22% of the total transportation expenditure, but federal funds are shrinking. Transit funding will become very competitive as federal funds dwindle.

21



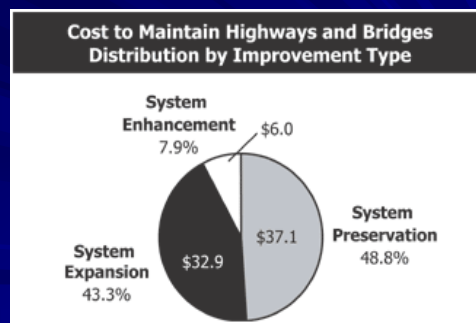
22

Status of the Nation's Highways, Bridges, and Transit:  
2002 Conditions and Performance Report



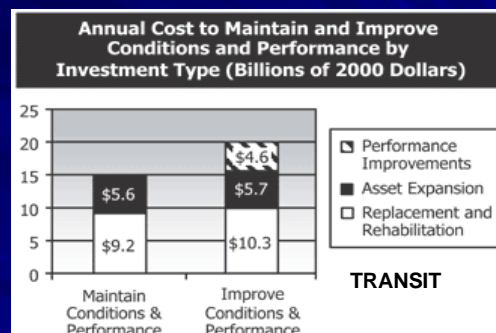
23

Status of the Nation's Highways, Bridges, and Transit:  
2002 Conditions and Performance Report



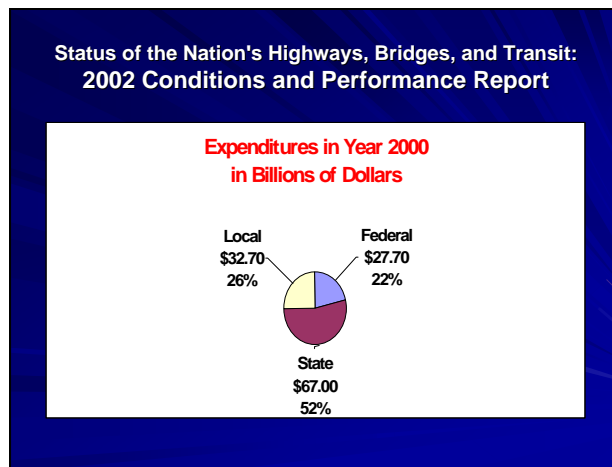
24

Status of the Nation's Highways, Bridges, and Transit:  
2002 Conditions and Performance Report





25



26

***Byron Keely***  
***LHTAC***

***Meeting 2***

27

Local Highway Jurisdiction Total	1990	2003
Total Mileage	29,228	33,250
Federal-Aid Eligible Mileage	4,011	5,336
LHJ Bridges- 2,293		

Byron Keely, Local Highways Technical Assistance Council, reported that local highway mileage is 33,250, with only 5,336 miles eligible for federal-aid.

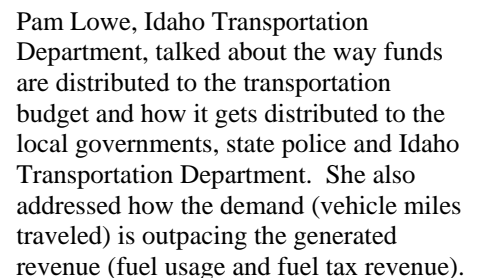
## 28

## Source

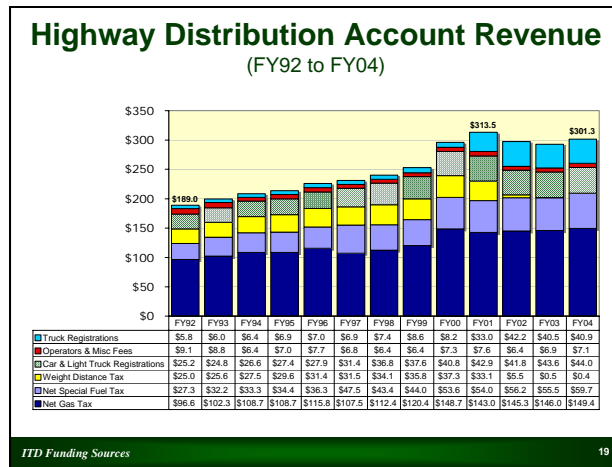
Non-User Revenues-\$131,890,715

29

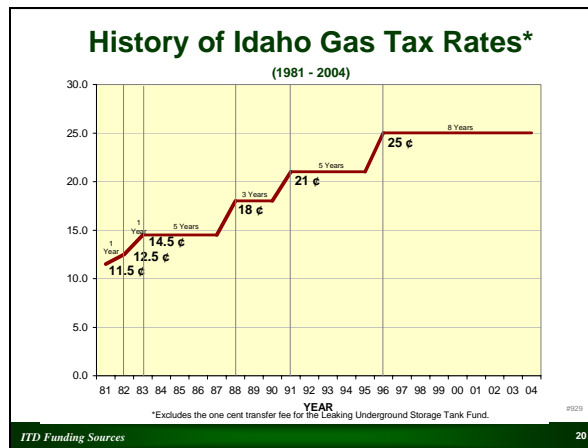
## Meeting 2



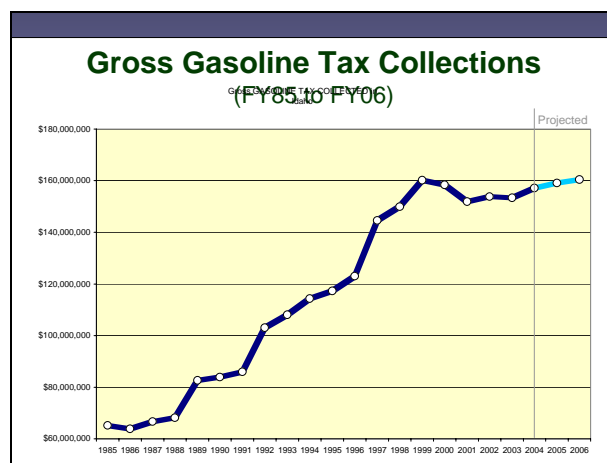
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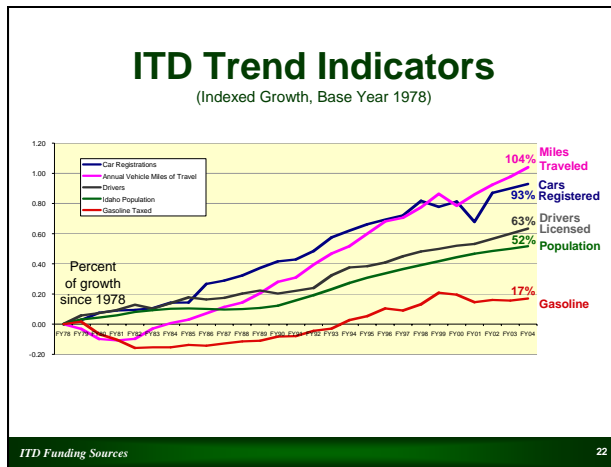
32



33






34



35

## **Bill Hayden** **Arizona Department of Transportation** **Meeting 2**

36




MARICOPA COUNTY  
STATE OF ARIZONA


PUBLICITY PAMPHLET  
SAMPLE BALLOT 1985

Propositions to be submitted to the qualified electors of Maricopa County at the

## Special Election

October 8, 1985








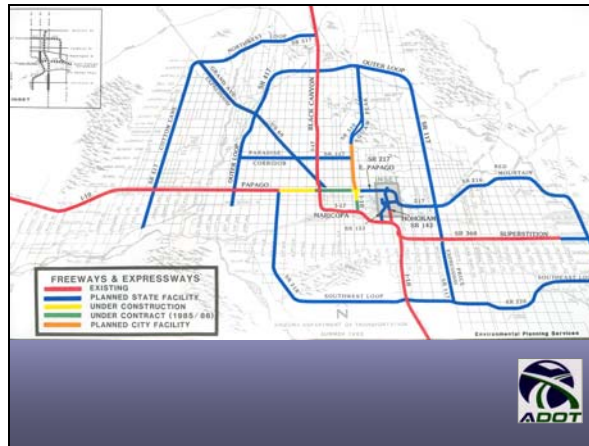
Candidate for the Maricopa County Board of Supervisors

**Eleccion Especial**  
 27 de octubre de 1985

**TRADUCCIONES AL ESPAÑOL  
 EMPIEZAN EN LA PÁGINA 11**



37



38

### Funding Resources

- Excise Tax – ½ Cent Sales Tax – Regional Area Road Fund (RARF)
- Highway User Road Fund (HURF) – 12.6% of the State Highway Fund for Controlled Access Highway Construction in Maricopa County
- State Transportation Board Policy – 2.6% of HURF Monies are Allocated for Controlled Access Highways in Maricopa County



Bill Hayden, Arizona Department of Transportation, reviewed how the Phoenix area in 1985 approved funding initiatives to upgrade the transportation infrastructure by generating \$6.5 billion for needed projects. Recently, similar funding initiatives were approved for more transportation projects

39

### Revenues

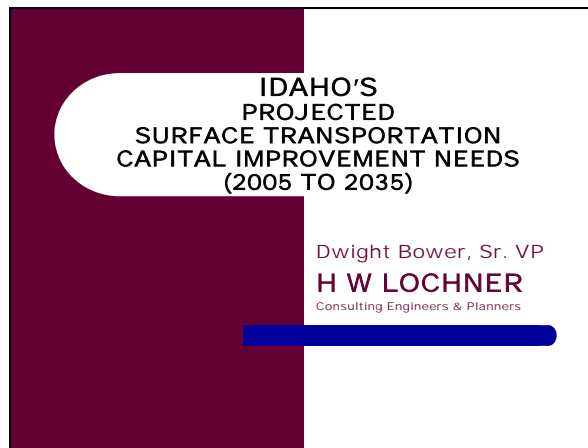
- RARF will Generate \$3.8 Billion
- HURF will Generate an Additional \$1.2 Billion
- Federal-Aid Funds and Others Have Added \$1.5 Billion
- Total Revenues : \$6.5 Billion



40



41



Dwight Bower, H. W. Lochner, covered Idaho's Projected Surface Transportation

42

**Statewide Totals**

Capital Improvement	Interstate	State Highway	Local Roads	MTPI	City	County	Highway District	Public Transit	District Total (2005 \$)
North									
Northern District 1	1,354,700,000	2,865,900,000	1,959,900,000					442,500,000	6,623,000,000
North Central District 2					100,000,000	1,862,000,000	271,000,000		
North Central District 2	No Interstate	700,350,000	499,676,726					84,800,000	1,334,906,726
South West District 3	1,532,875,000	1,306,191,265	2,211,324,532	224,500,000	176,997,100		2,919,000	500,000,000	5,549,996,797
South Central District 4					209,932,122	425,001,400	1,402,000,000		
South Central District 4	336,000,000	1,012,000,000	946,000,000					15,000,000	2,309,000,000
South East District 5					75,000,000	750,000,000	110,000,000		
South East District 5	1,203,000,000	700,500,000	576,800,000					15,000,000	2,495,300,000
Eastern District 6	76,000,000	1,332,840,000	97,000,000	125,100,000	276,700,000	220,000,000	10,000,000		1,915,840,000
Statewide Total	4,582,575,000	7,967,781,265	6,200,701,258		22,000,000	41,000,000		1,067,300,000	19,818,437,523 <sup>1</sup>
		State System Total \$12,470,356,265							

<sup>1</sup>Not Every County in District 2 did not report.  
Projected Total based on 2005 dollars.

25

HW Lochner

43

## Statewide Summary

### 30-YEAR CAPITAL IMPROVEMENT NEEDS

CAPITAL IMPROVEMENTS		TOTAL COST (2005 \$)
Interstate		\$4,502,575,000
State Highway		\$7,967,781,265
Local Roads		\$6,280,701,258
MPO	\$409,600,000	
City	\$1,393,329,232	
County	\$2,507,015,410	
Highway District	\$1,970,756,616	
Public Transit		\$1,067,380,000
Statewide 30-Year Capital Improvement Total		\$19,818,437,521

26

HW Lochner

44

## Idaho's Projected Capital Improvement Needs

**\$20 BILLION  
IN THE NEXT 30 YEARS**

27

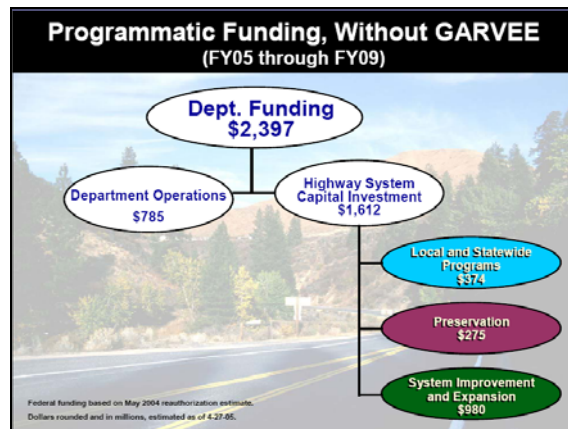
HW Lochner

Capital Improvement Needs (2005-2035) that estimate a need of \$20 billion in the next 30 years. The estimates were calculated in 2005 dollars. The report revealed that the state system, including interstates and state highways projected over \$12 billion in needs, local jurisdictions projected needs of over \$6 billion and public transit with over \$1 billion.

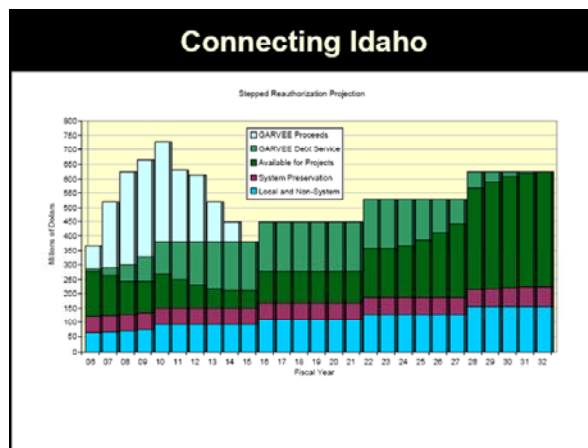
45

**Dave Ekern**  
**Idaho Transportation Department**  
**Meeting 3**

46

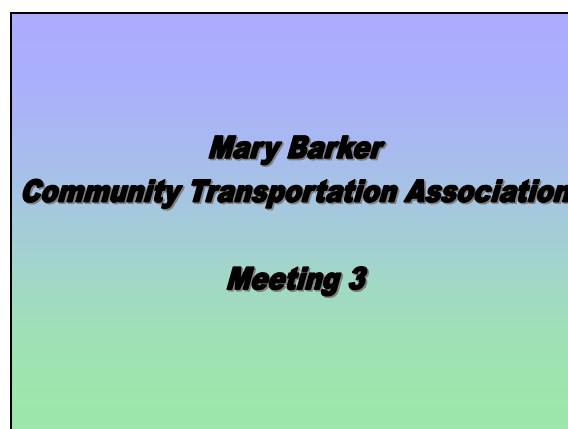


47



Dave Ekern, Idaho Transportation Director, reviewed the recently passed GARVEE legislation and the proposed bonding that will be used for improvement projects.

48





49

## Public Transportation Part Of The Mix

Forum On  
Transportation



Mary Barker, Director for the Community Transportation Association of Idaho, covered the benefits of public transit to Idaho citizens and shared the dilemma public transportation providers have because of no dedicated statewide funding for transit. She indicated that some local entities have problems providing local matching funds for existing federal transit funds, although recent federal changes allow the local match rate to drop from 80/20 to 50/50. Funding remains the key for public transportation in Idaho.

50


## It's About Options



- Fixed Route Buses
- Dial – A – Ride Service
- Vanpools
- Carpools
- Biking
- Walking

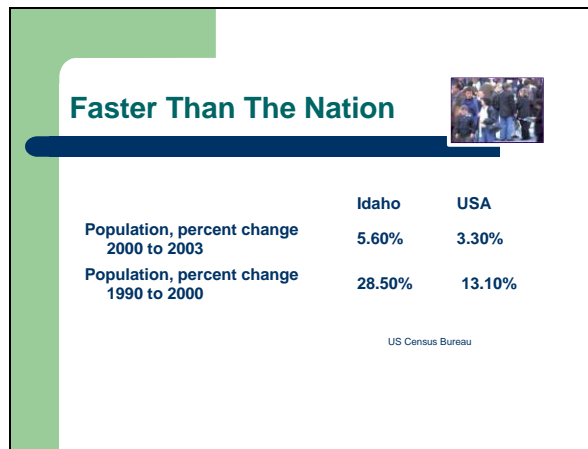
51

## It Benefits Everyone

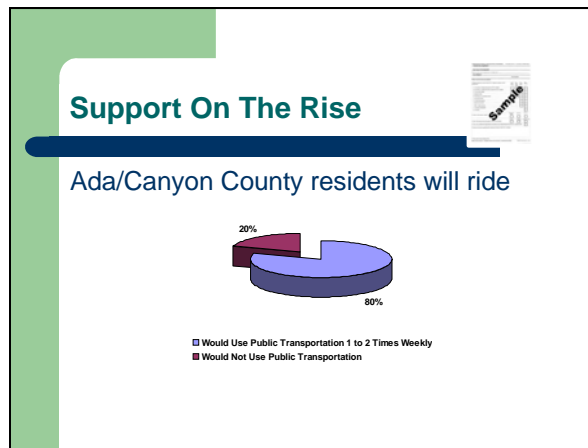


- Decreases need for road repair
- Decreases need for new roads
- Decreases traffic congestion
- Decreases air pollution
- Increases mobility for everyone
- Meets needs of those who can't drive

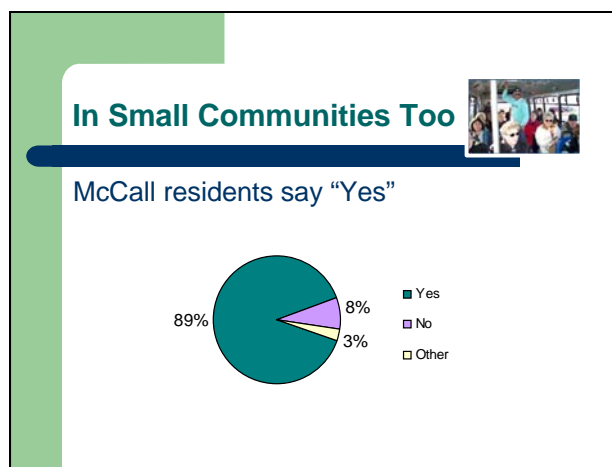
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55


### No Dedicated State Funding



<i>Alabama</i>	<i>Mississippi</i>
<i>Colorado</i>	<i>New Mexico</i>
<i>Hawaii</i>	<i>Utah</i>
<i>Idaho</i>	

56

### Federal Funding



**\$2** of local or state investment  
=  
**\$8** in federal money

She indicated that some local entities have problems providing local matching funds for existing federal transit funds, although recent federal changes allow the local match rate to drop from 80/20 to 50/50.

57

### Funding Is The Key

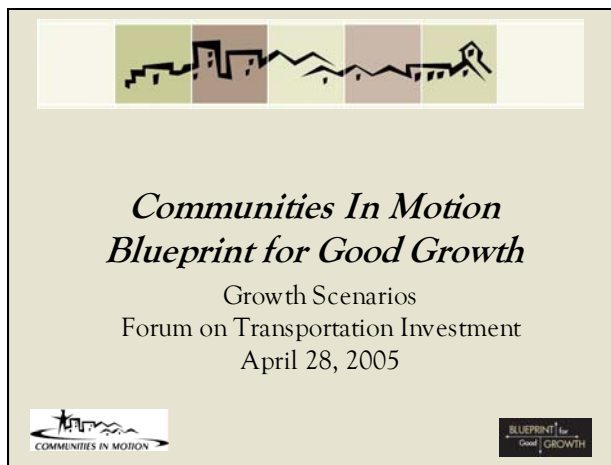


Funding remains the key for public transportation in Idaho.

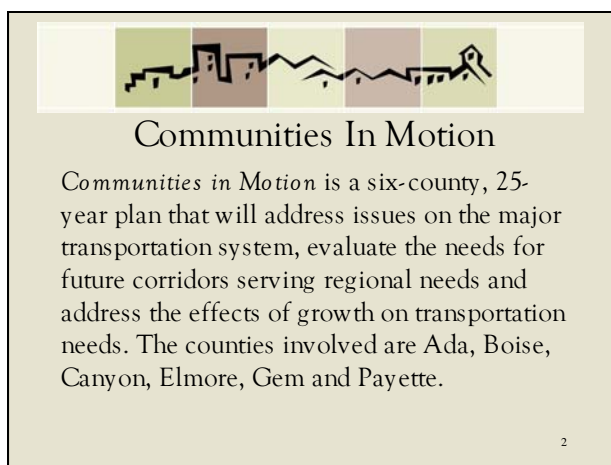
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59



60



Matt Stoll, Director of COMPASS, discussed the Communities in Motion, a 25-year 6-county transportation and growth plan. Land use, transportation, and numerous other issues are being reviewed by this group.

61




## Blueprint For Good Growth

*Blueprint for Good Growth* will coordinate comprehensive plans and land use ordinances within Ada County, and propose local strategies to achieve shared growth goals.

3


62



## Two Scenarios

The COMPASS Board narrowed the six scenarios to two scenarios:

- Mixed-Use Corridors
- Blended (Satellite Cities)



But will retain Trend for a baseline

17

63



## Attributes of Both Scenarios:

Promote quality of development patterns by having:

- Less land consumption than trend
- Greatest potential for preservation of open space

21

64




**Attributes of Both Scenarios:**

Provide greater housing choices, including:

- Single-family homes
- Condominiums
- Affordable housing opportunities
- Small-lot homes
- Duplexes, town homes and apartments

22

65




**Attributes of Both Scenarios:**

Promote quality & pattern of transportation patterns through :

- Less congestion/travel delay
- Shorter trips to and from work, shopping, entertainment and parks
- More opportunities for transit
- More opportunities for walking and cycling
- Better coordination between land use and the transportation system

23

66



**Scenario Comparisons**

Mixed-Use Corridors	Blended
Less consumption of new land	Greater consumption of new land
Regional housing split of 50% single family homes, 50% multi-family homes	Regional housing mix of 65 % single-family homes and 35 % multi-family homes

24

67

### Single Family Housing

52 dwelling units

2,000 – 4,000 s.f.

Typical lot size: 40' x 80' = 3,200 s.f

Net Density (streets and alleys not included): 10 du/ac

Gross Density (includes open space): 6.8 du/ac

Single Family - Civitas

68

***Rick Krochalis***

***Federal Transit Administration***

***Meeting 3***

69

### Vision of Public Transportation

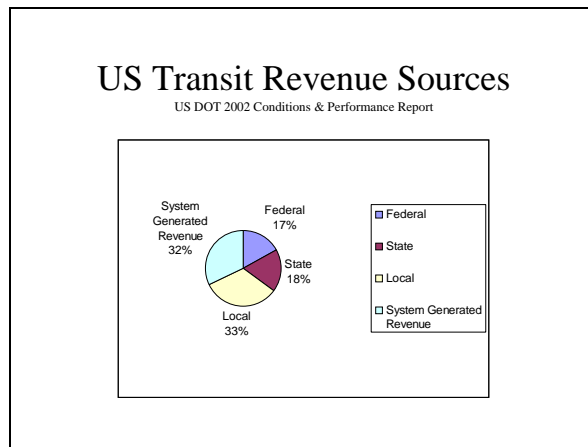
Rick Krochalis  
Regional Administrator  
FTA Region 10

Idaho Forum on Transportation Investment

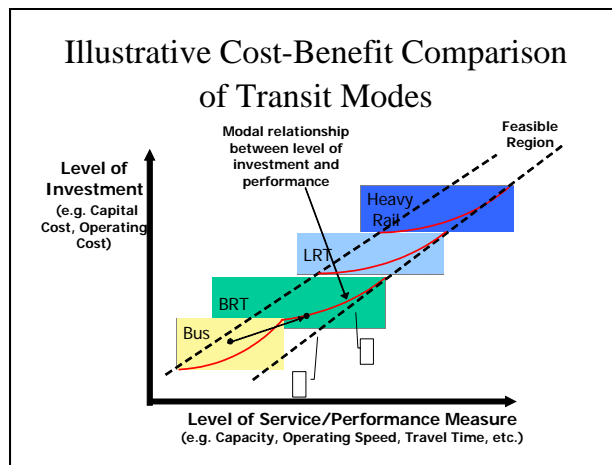
April 28, 2005

Rick Krochalis, Region 10 Administrator, Federal Transit Administration, presented that most states allocate 18% of the total funding spent in that state for transit. Currently Idaho has no statewide funding for public transportation.

70



71



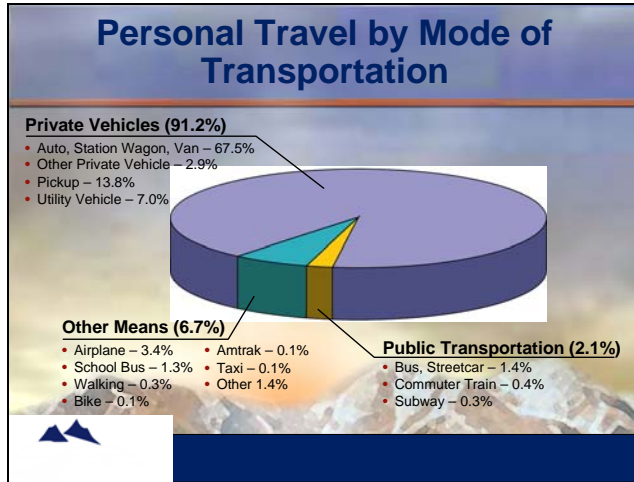
72

**Scott Ellsworth**  
**CH2M Hill**

**Meeting 3**

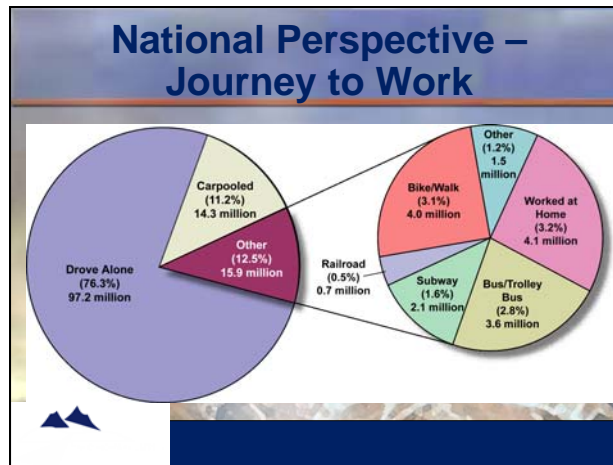


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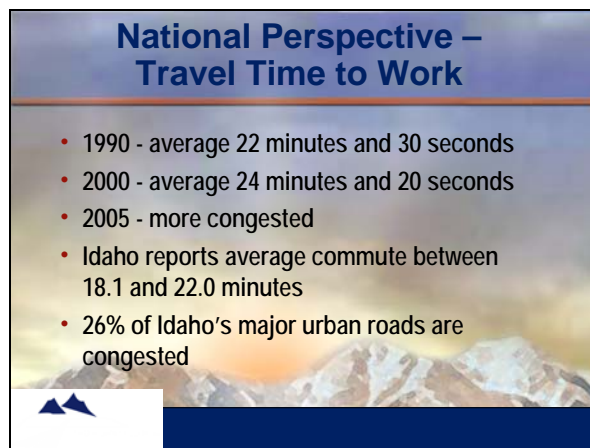


Scott Ellsworth, CH2MHill, on behalf of the Idaho Highway Users, reviewed that the personal vehicle is the preferred mode of travel, congestion rates are increasing (26% of Idaho's major urban roads are congested), and roadway conditions (25% in poor condition) and bridges (18% are structurally deficient or functionally obsolete) have needs that should be addressed. Traffic on rural interstate increased 36%; trucks with 5 or more axles = 18% average daily traffic.

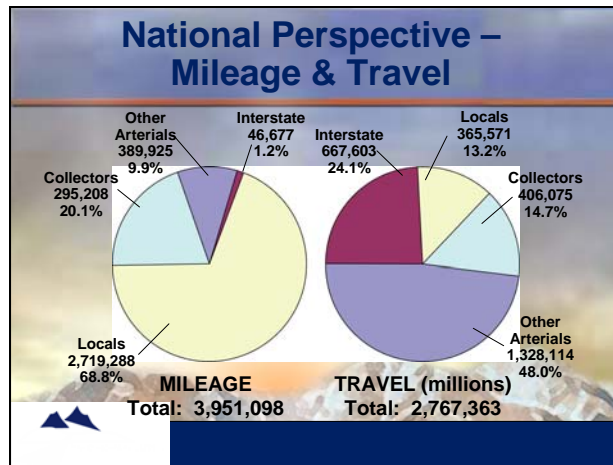
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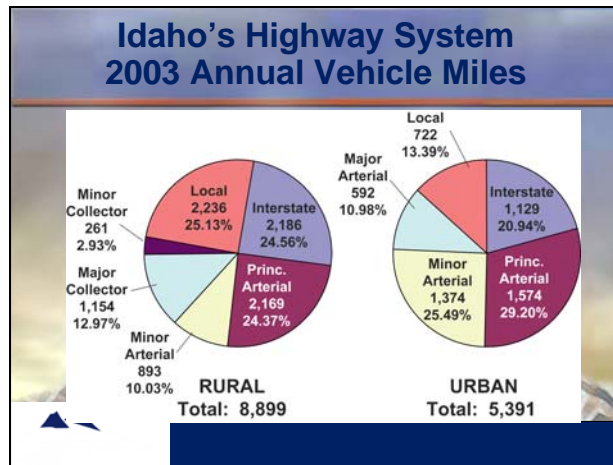
77

- ### National Perspective – Rural Interstate Travel
- Between 1990 and 2000
    - Traffic on Rural Interstate increased 36%
    - Equivalent axle loads increased 88%
  - In 2000
    - Trucks with 5 or more axles = 18% average daily traffic
    - Trucks with 5 or more axles = 89% equivalent axle loads
    - All other vehicles = 82% of daily traffic
    - All other vehicles = 11% of traffic loads

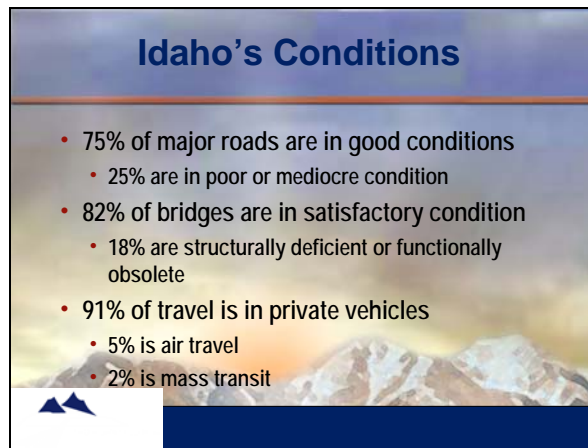
78

- ### Idaho's Highway System
- All Jurisdictions
    - 38,250 centerline miles
    - 289 Agencies responsible for roads
    - 14.4 Billion vehicle miles traveled annually
  - State Highway System
    - 5,000 centerline miles
    - 1,752 Bridges
    - 8 Billion vehicle miles traveled annually

79



80



81

**Dwight Bower**  
**HW Lochner**

**Meeting 4**

82

# Current Revenue (\$'s Available) compared to Future \$'s Needed?

*"WHAT'S THE DELTA?"*

*Based on current revenue (state & local) &  
the H. W. Lochner Needs Report thru 2035*

6/28/05 H.W. Lochner 1

83

	Idaho Transportation Department	Local Highway Jurisdictions	Public Transportation
30 yr Capital Improvement Needs	\$12.5 billion	\$6.3 billion	\$1.07 billion
Available Funding	\$283.4 M x 30 yrs = \$8.5 billion	\$150.7 M x 30 yrs = \$3.2 billion	\$8.06 M x 30 yrs = \$241.8 million
30 year Shortfall	\$4.0 billion	\$3.1 billion	\$838 million

6/28/05 H.W. Lochner 5

Dwight Bower reported that the 30-year capital improvement needs compared to the expected revenue would have a funding shortfall estimated to be \$264.5 million per year.

84

# Yearly Funding Shortfall

**\$264.5 million\***

Additional funding needed  
To meet projected  
Capital Improvements

*\*A shortfall of \$7.938 billion over the next 30 years  
\$7.938 billion / 30 years = \$264.5 million per year  
(without inflation).*

6/28/05 H.W. Lochner 6

85

**Gary Maring**  
**Cambridge Systematics, Inc**

**Meeting 4**

86

**Future of Highway and Public Transportation Finance**  
Study for U.S. Chamber of Commerce/National Chamber Foundation

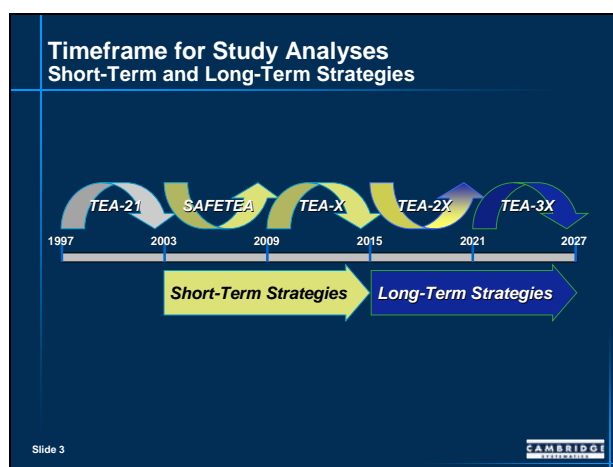
presented by  
Gary Maring  
Cambridge Systematics, Inc.

June 28, 2005  
Idaho Forum on Transportation Investment

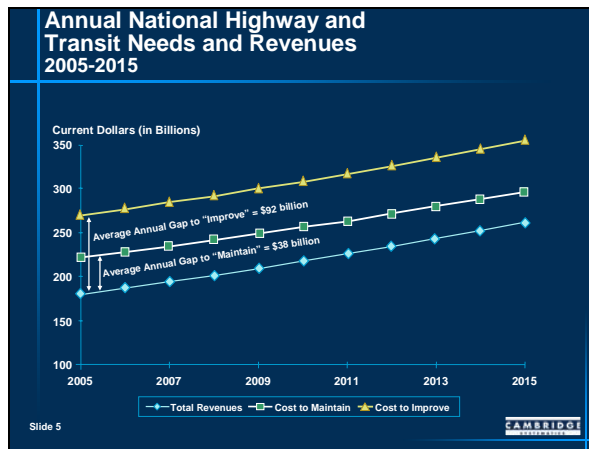
Transportation leadership you can trust.

**CAMBRIDGE**  
SYSTEMATICS

87

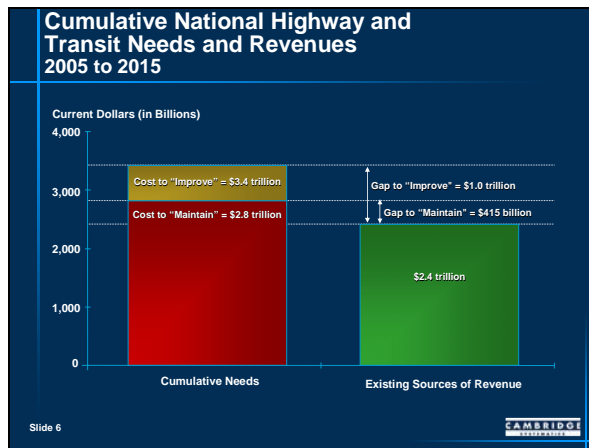


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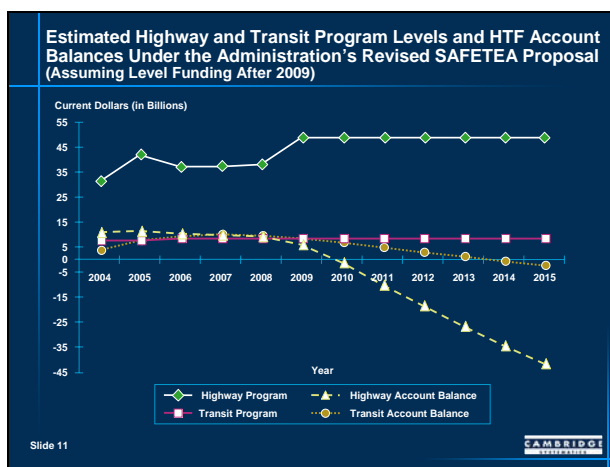


Gary Maring, Cambridge Systematics, reported about that there is a gap between the national revenue stream coming in and the projected roadway need to maintain (\$38 billion) and/or improve (\$92 billion).

89

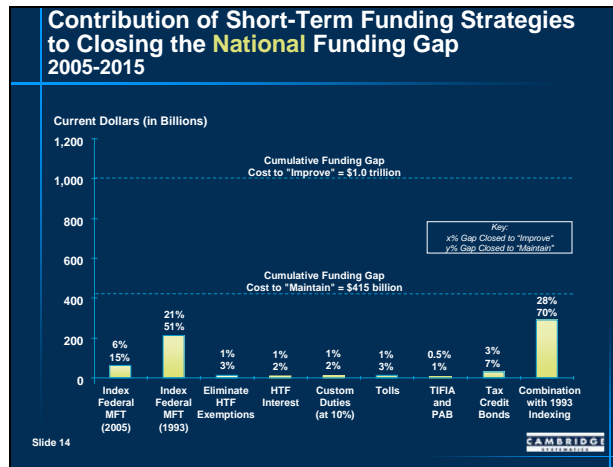


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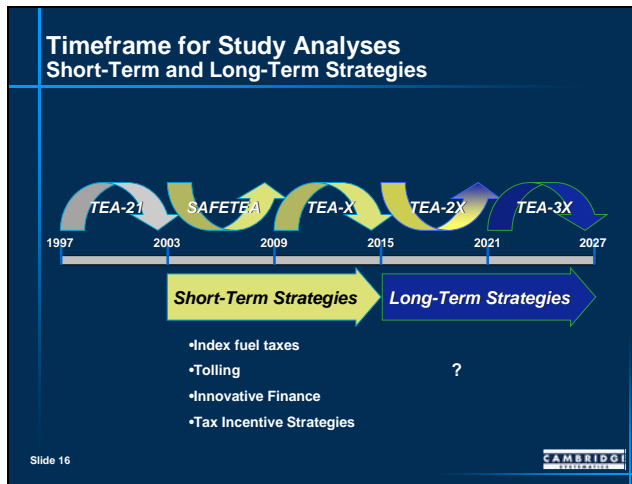


The Highway Trust Fund (HTF) is experiencing a serious funding decrease. He predicted that HTF will be in a deficit situation by 2010.

91



92



Several short-term funding strategies (indexing fuel tax, tolling, etc.) have been proposed and could help to significantly narrow the revenue gap, but new funding strategies will be needed to sustain the nation's highway and transit systems long term.

93

### Summary

- Current transportation revenues at all levels of government are not sufficient to maintain or improve the nation's highway and transit systems
- The Highway Trust Fund could be in deficit starting as early as 2010
- Short-term funding mechanisms, particularly indexing motor fuel taxes, could help to significantly narrow the revenue gap
- However, none of the short-term strategies will sustain the nation's highway and transit systems long term. New strategies will be needed. These will be addressed in Phase II of the National Chamber Foundation's study

Slide 18

94

***Ed Mc Kechnie***  
***WATCO***  
  
***Meeting 4***


95

***Railroad 101***

North American Railroads


- Class I (Mainline)
  - UP, BNSF, NS, CSX, CP, CN, and KCS
  - Greater than \$250 million in revenue
- Class II (Regional)
  - Railroads like Montana Railink
  - Greater than \$25 million and less than \$250 million in annual revenue
- Class III Railroads (Shortlines)
  - Eastern Idaho, Idaho Northern Pacific
  - Less than \$25 million in annual revenue

2




96

Idaho Rail network



6





97

## Public Policy Discussion

- Rail needs can be funded quite inexpensively compared to highways
  - Specific needs
    - Rail siding for Customer expansion
      - A siding can cost \$200,000 plus
    - Car supply
      - Refrigerated cars, grain hoppers needed to support seasonal ag products
    - MOW support through ties and ballast
      - Last resort to keep some lines open

17



Ed McKechnie, Vice President of Operations and Strategic Planning for WATCO Companies, reported on specific needs (rail siding expansion, car supply for seasonal products, and infrastructure improvement) and recommended limited funding to assist with these needs.

98

## Public Policy Discussion

- Idaho has done background work
  - Rail study done 4 years ago
  - Rail plan scheduled to be updated
  - Enabling legislation passed
    - Idaho Rail Preservation Act
    - Intermodal Commerce Authorities
- What is needed is:
  - Limited funding
  - Analysis of work

18



99

## Public Policy Discussion

- Idaho Forum on Transportation Investment should recommend:
  - State invest \$2 million a year for three years
  - ITD directed to invest in capacity
    - Sidings
    - Branch line preservation
    - Railcars
  - Annual analysis of work
  - If favorable, continued investment past initial three years

19



100

## ***Revenue Options***

### ***Meeting 4***

101

REVENUE OPTIONS	
<ul style="list-style-type: none"><li>• Increase Fuel Tax</li><li>• Increase Vehicle Registration Fees</li><li>• Increase Title Fees</li><li>• Impact Fees</li><li>• Local Option Sales Tax</li><li>• Local Option Fuel Tax</li><li>• Value based Vehicle Registration Fees</li><li>• Index Fuel Tax</li><li>• Index all Fees</li><li>• Toll roads and bridges</li><li>• Fees for Developments of Regional Impact</li><li>• Dyed Diesel and Potential Tax Evasion</li><li>• Dedicated Sales Tax on Car Rentals</li><li>• Vehicle Miles Traveled (VMT)</li></ul>	<ul style="list-style-type: none"><li>• Advertising at bus stops/ on busses</li><li>• Dedicated Sales Tax on Transportation Related Sales</li><li>• Add Dedicated Sales Tax to Fuel and Transportation Services</li><li>• Employer Tax</li><li>• Railroad Car Tax</li><li>• Eliminate Ethanol Exemption</li><li>• Federal reimbursement for fuel tax loss to Native American Reservations</li><li>• Congestion Pricing</li><li>• Central area charges (used in Europe)</li><li>• Parking Charges</li><li>• Lease Space in Rest Areas to Restaurants (Europe)</li><li>• Allow Advertising on state facilities – "Taco Bell Bridge"</li></ul>

Tom noted that various Revenue Options, Innovative Financing Options, and Other Financing Options were discussed at the 4<sup>th</sup> meeting. The options were reviewed by which ones would generate net-new revenue, and other criteria such as to feasibility and effectiveness and the revenue options will be further considered at this meeting today.

102

INNOVATIVE FINANCING OPTIONS
<ul style="list-style-type: none"><li>• Bonding</li><li>• Shift funding of Idaho State Police to the state general fund</li><li>• Tax Increment Financing (TIF)</li><li>• Public Private Partnerships</li><li>• Grant opportunities for technology, beautification, etc. thru HUD, NEA, others</li><li>• Increase Minimum Guarantee for Public Land States</li><li>• Consider Funding From the Petroleum Clean Water Trust Fund</li></ul>

103

## OTHER FINANCING OPTIONS

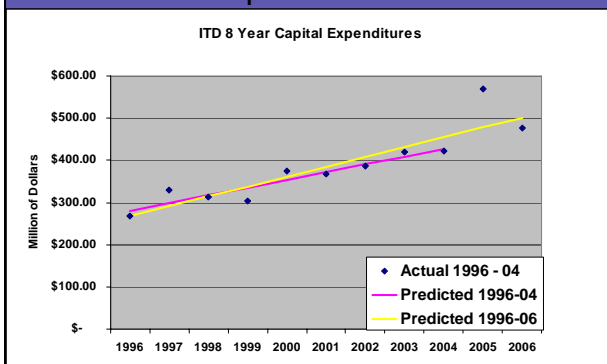
- Tapered
- State Infrastructure Banks (SIBs)
- Section 129
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Railroad Rehabilitation and Improvement Financing Program (RRIF)
- Sale of Records, Maps, Documents
- Investment
- Use-Based Fees
- Property Tax
- Local Highway Investment Pool
- Diesel Fuel Tax on Railroads
- Forest Service Payments to Counties
- ITD Board to select Forest Land projects instead of Feds

104

BASED ON 2003 DATA				
Revenue Category	Type	Increased By	Revenue To	Annual Increase
Fuel Tax	Gasoline	1¢ per gallon	Highway Distribution Account (HDA)	\$5.7 million
	Special Fuels	1¢ per gallon	HDA	\$2.3 million
	Gasohol	2.5¢ per gallon tax break repeal	HDA	\$2.5 million
Vehicle Registration Increase	Passenger Cars (aged based), Commercial/Non Commercial Trucks,	10% increased registration	HDA	\$9.1 million
Value-Based Vehicle Registration	Registration fee based on assessed value	1% of assessed vehicle value	HDA	\$120 million
Increase Driver's License Fee	Driver's License	\$1.00 increase	HDA	\$300,000
Increase Title Fee	Vehicle titles	\$1.00 increase	State Highway Act & County Assessors	\$600,000
Index Fuel Tax	Gasoline/Special Fuel	1% tax increase on 25¢ per gallon	HDA	\$1.4 million
Index Vehicle Registration	Passenger Cars, Commercial/Non Commercial Truck	12.9% - CPI-U (from 1996-2000)	HDA	\$11.1 million
Sales Tax on Fuel	Gasoline/Special Fuels/Gasohol	5% sales tax on fuel @ \$1.35 per gallon	HDA	\$62.7 million
Dedicated Sales Tax	Sales Tax on transportation-related products (cars, tires)	5% sales tax on products (CY2000)	Transfer from General Fund to HDA	\$177.5 million 1% = \$27.5 million

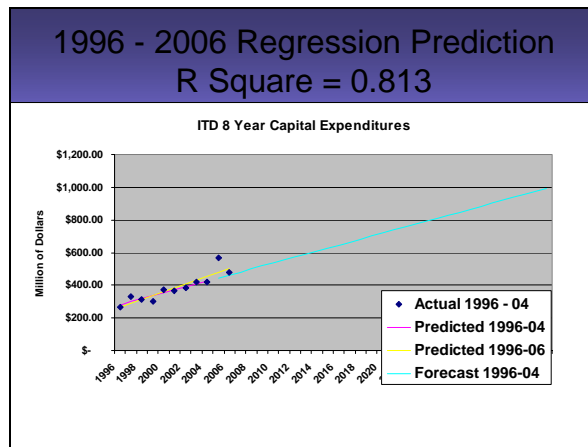
105

## 1996 - 2004 Regression Prediction R Square = 0.876



Jim Kempton, Forum Chairman, presented a regression analysis to estimate future capital expenditures. His estimate was above the previous 30-year estimate (\$22 billion). The important finding is that no matter what method is used to estimate future needs, the estimate is more than what revenue is being generated.

106



107

**Tom Warne**  
**Tom Warne & Associates**

**Meeting 5**

108

### Hudson 2010 and Beyond

Policy #1 –  
Transportation Finance Recommendation

*Transportation investments must be funded from a comprehensive set of revenue sources that are sustainable and reflective of consumer choice.*

Tom referenced the Hudson Report policies that dealt with 1) Transportation Finance, 2) Mobility Management, 3) Technology Placement and 4) Freight Systems. The future will be a global economy and transportation will be the backbone.

109

## Hudson 2010 and Beyond

### Policy #2 – Mobility Management Recommendation

*The United States must establish a transportation system where all modes operate as one in a Mobility Management environment.*

110

## Hudson 2010 and Beyond

### Policy #3 – Technology Deployment Recommendation

*The United States must advance the rapid deployment of technology in all aspects of its transportation system to achieve optimal safety, security, and operational benefits into the future.*

111

## Hudson 2010 and Beyond

### Policy #4 – Freight System Recommendation

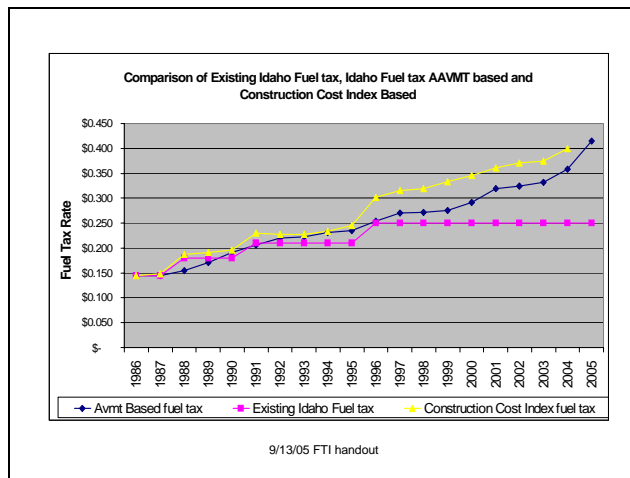
*Establish freight transportation systems, including highway, rail, ports, river, and air as critical interrelated components contributing to our nation's role in the global economy.*

112

## ***Construction Cost Index Comparison***

### ***Meeting 5***

113



Various index protocols (Motor Vehicle Registration, Average Vehicle Miles Traveled, and National Construction Cost Index) were discussed and used to compare Idaho's current fuel tax rate (25¢). Indexed fuel tax rates were all above the current fuel tax rate, with a high trend of 33¢ and a low trend of 30¢.

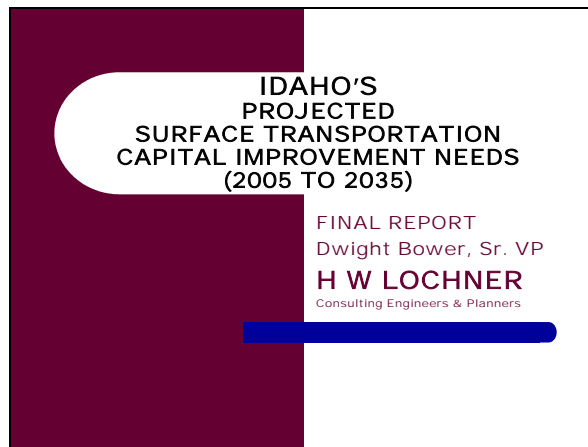
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## ***Dwight Bower***

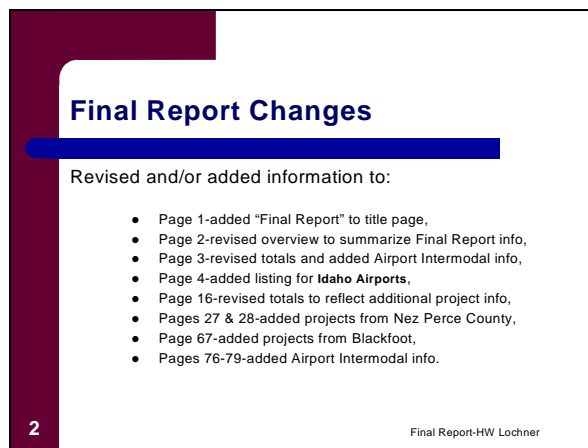
## ***HW Lochner***

### ***Meeting 5***

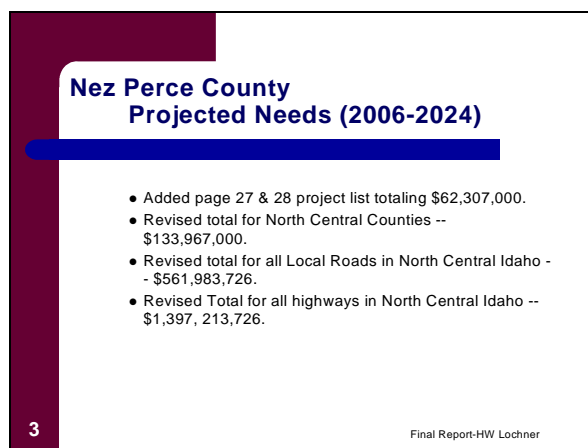
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116




117



118

## North Central Idaho

### Additional Information



**Counties**

- Latah,
- Lewis,
- Clearwater,
- Nez Perce,
- Idaho.

**Major Cities**

- Lewiston,
- Moscow,
- Orofino,
- Grangeville,
- Kootenai,
- Kamiah,
- Riggins.

**30-Year Surface Transportation Capital Improvement Needs**

• Interstate	No Interstate	
• State Highway	\$750,350,000	
• Local Roads	\$561,983,726	
Metropolitan Planning Organization	\$254,500,000	
Cities	\$170,297,110	
Counties	\$135,967,000	
Highway Districts	\$ 2,919,616	
• Public Transit	\$ 84,880,000	
	<b>\$1,397,213,726 Total</b>	

4

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119

## Additional information from Blackfoot

- Added 5 projects that were submitted without estimated prices (see page 67 – Cost Estimate -- N/A).
- No change to totals for South East Idaho.


5

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120

## South East Idaho

### No Change to Totals



**Counties**

- Bingham,
- Blaine,
- Caribou,
- Pocatello,
- Owyhee,
- Franklin,
- Bear Lake.

**Major Cities**

- Blackfoot & Shelley,
- American Falls,
- Pocatello & Chubbuck,
- Lava Hot Springs,
- Soda Springs,
- Montpelier,
- Paris & Preston,
- Malad & Paris.

**30-Year Surface Transportation Capital Improvement Needs**

• Interstate	\$1,243,000,000	
• State Highway	\$ 700,500,000	
• Local Roads	\$ 576,800,000	
Metropolitan Planning Organization	\$ 155,100,000	
Cities	\$ 276,700,000	
Counties	\$ 129,000,000	
Highway Districts	\$ 16,000,000	
• Public Transit	\$ 15,000,000	
	<b>\$2,495,300,000 Total</b>	

6

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121

## Information submitted by ITD Aeronautics Division

- Added separate project listing (beginning page 76) for Airport Intermodal Projects (dated November 2004) – highway/roadway improvements for Idaho's Primary, General, and Community Service Airports.

7

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122

## Statewide Surface Transportation Total

- Draft Report Total was \$19,818,437,523 (page 3).
- Revised North Central totals and Local Roads totals to reflect costs of Nez Perce County projects.
- Added Idaho Airports Intermodal Improvement 10-Yr Cost Estimate (2004 \$) -- \$220,922,000 as a separate listing.
- Revised Statewide Surface Transportation Total to \$20,101,666,523.

8

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123

## Idaho's Surface Transportation Capital Improvement Needs (2005-2035)

Capital Improvement Needs	Interstate	State Highway	Local Roads	MPO	City	County	Highway District	Public Transit	District Total (2005 \$)
Northern District 1	1,354,700,000	2,865,900,000	1,959,900,000					442,500,000	6,623,000,000
North Central District 2	No Interstate	750,300,000	561,953,726					84,800,000	1,397,213,726
South West District 3	1,532,875,000	1,306,191,265	2,211,324,532					500,000,000	5,549,390,797
South Central District 4	336,000,000	1,012,000,000	946,000,000					15,000,000	3,309,000,000
South East District 5	1,283,000,000	700,500,000	576,800,000					15,000,000	2,495,300,000
Eastern District 6	76,000,000	1,332,340,000	87,000,000	115,100,000	274,700,000	220,000,000	10,000,000	16,000,000	1,595,840,000
<b>District Total</b>	<b>4,502,275,000</b>	<b>7,867,791,265</b>	<b>6,543,000,258</b>					<b>1,067,300,000</b>	<b>19,800,744,523</b>
<b>Idaho Airports Intermodal Improvement 10-Yr Cost Estimate (2004 \$)</b>								<b>\$220,922,000*</b>	
<b>Statewide Surface Transportation Total</b>									<b>20,101,666,523</b>

\*Projected Total based on 2007 dollars  
Projected Total based on 2004 dollars

9

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124

## Idaho's Capital Improvement Needs

Estimated at over \$20 Billion (\$20,101,666,523 )

- *Idaho's Interstate system needs infrastructure improvements to meet increased traffic demands and maintain safety (\$4.5 billion estimate);*
- *The State Highways reflect an aging system that warrants upgrades and infrastructure improvements (\$8 billion estimate);*
- *Local transportation entities have significant long term needs to meet safety and public expectations (\$6.3 billion estimate);*
- *Airport-connecting surface transportation has a 10-year projected need (\$221 million estimate);*
- *Public Transit has increasing needs in the rural areas and significant growth in the heavily populated areas. (\$1 billion estimate).*

Final Report-HW Lochner

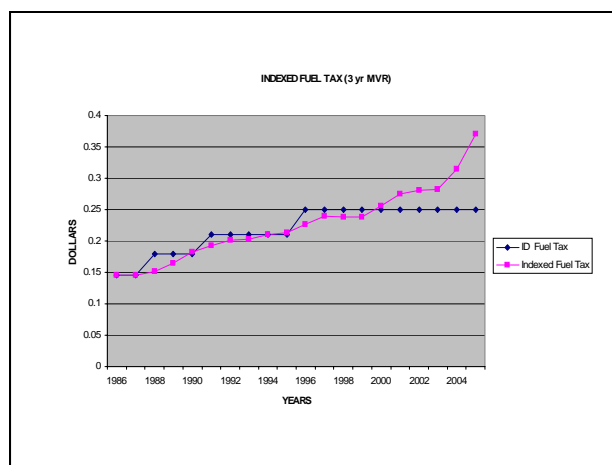
A Final Report on Idaho's Projected Surface Transportation Capital Improvement Needs (2205-2035) was distributed to the Forum Members. The Final Report had some minor additions, with the total estimate as over \$20 billion (\$20,101,666,523).

125

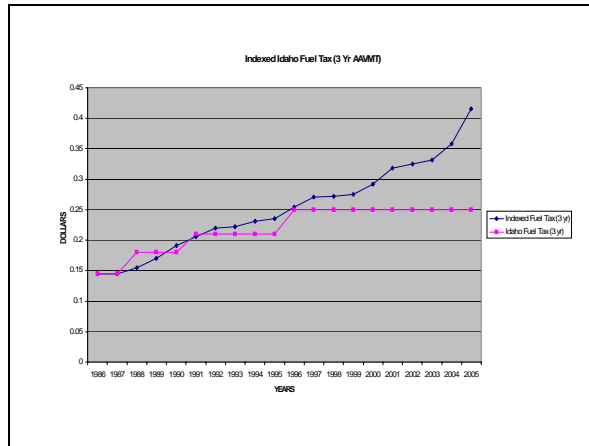
## Index Protocols

### Meeting 5

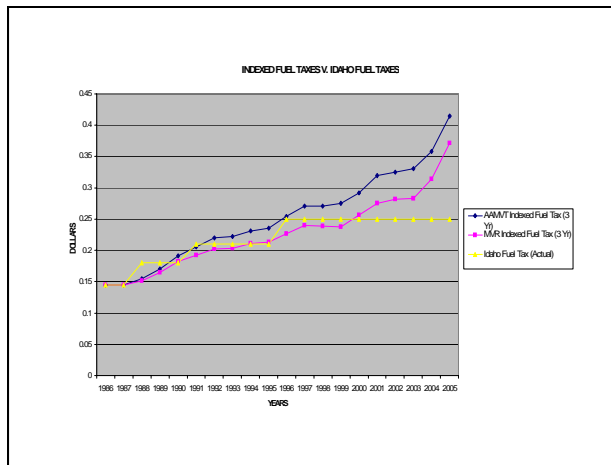
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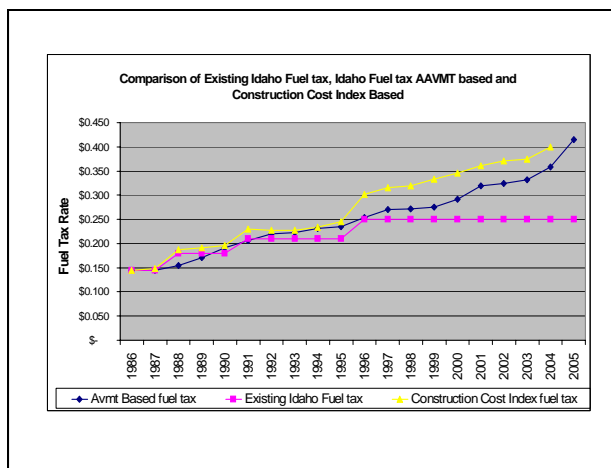
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128



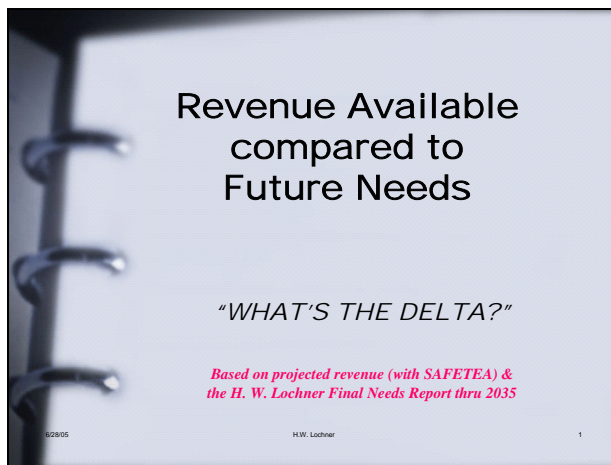
129



130



131



132

A presentation slide with a light blue background and a spiral notebook binding on the left. The text is centered and reads: 

FUNDS AVAILABLE  
EACH YEAR  
(2005 \$)

IDAHO TRANSPORTATION DEPARTMENT

	before SAFETEA	after SAFETEA
Capital	\$283.4 M	<b>\$325.3 M</b>
Maintenance/Operations	\$135.6 M	
Administration	<u>\$ 21.8 M</u>	
<b>Total</b>	<b>\$440.8 M</b>	<b>\$482.7M</b>

\*Doesn't include Planning, Motor Vehicles, Aeronautics, or Highway Safety (\$29.1 M)

6/28/05 H.W. Lochner 2

133

FUNDS AVAILABLE EACH YEAR (2002 \$)		
LOCAL HIGHWAY JURISDICTIONS		
	before SAFETEA	after SAFETEA
Capital	\$105.7 M	<b>128.2 M</b>
Maintenance/Operations	\$115.3 M	
Administration	<u>\$ 23.4 M</u>	
<b>Total</b>	<b>\$244.4 M</b>	<b>\$266.9 M</b>
*Includes federal funding and forest monies.		
9/28/05	H.W. Lochner	3

134

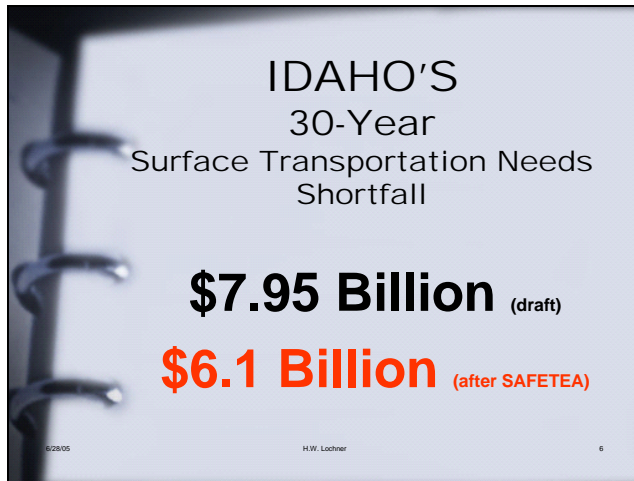
FUNDS AVAILABLE EACH YEAR (2005 \$)		
PUBLIC TRANSPORTATION		
	before SAFETEA	after SAFETEA
Capital	\$ 8.06 M	<b>\$10.5 M</b>
Maintenance/Operations	\$ 8.17 M	
Administration	<u>\$ ---NA---</u>	
<b>Total</b>	<b>\$ 16.23 M</b>	<b>\$18.67 M</b>
*No state funding		
9/28/05	H.W. Lochner	4

135

MATRIX Capital Needs -- Available Funds -- Shortfall			
	Idaho Transportation Department	Local Highway Jurisdictions	Public Transportation
30 yr Capital Improvement Needs (Final)	\$12.7 billion	\$6.3 billion	\$1.07 billion
Available Funding (after SAFETEA)	\$325.3 M x 30 yrs = \$9.8 billion	\$128.2 M x 30 yrs = \$3.85 billion	\$10.5 M x 30 yrs = \$315 million
30 year Shortfall	\$2.9 billion	\$2.45 billion	\$755 million
9/28/05	H.W. Lochner	5	

Additionally, with the reauthorization of SAFETEA-LU, the yearly funding shortfall was revised to \$203.5 million. It appears that with the current funding, Idaho is not well poised to meet the future needs.

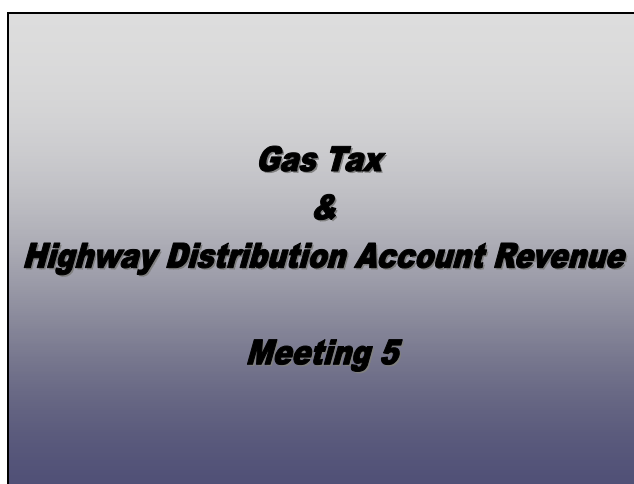
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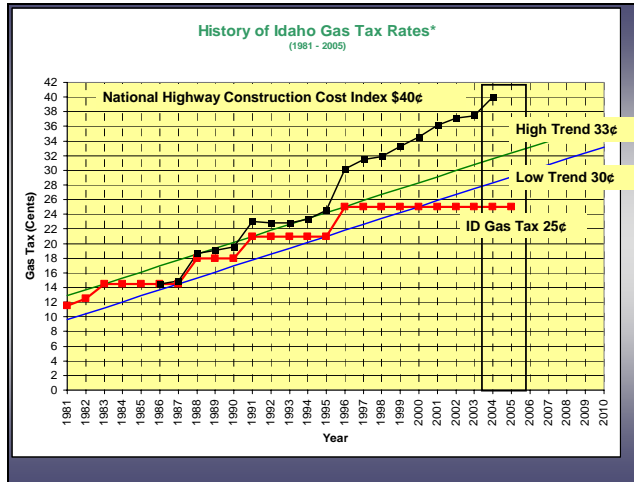
137



138



139



140



The Forum's recommendations will need to address how we can get more revenue. Multiple revenue streams will probably be needed to meet the predicted shortfall.